

2010 KITES USER MANUAL



BEST KITEBOARDING USER MANUAL

Thank you for purchasing a Best kite. Please read this manual carefully and in its entirety before using your new Best kite.

WARNING

Kiteboarding/kitesurfing/snowkiting are extreme sports. They have numerous inherent risks and dangers, and pose substantial risk of cuts, scrapes, bruises, broken bones, loss of limbs, loss of vision, paralysis, and other serious, permanent and disabling injuries and death to the rider and others. Some of the sources of these risks include but are not limited to:

- Being lifted by the kite and then dropped or slammed into the ground, snow, trees, rocks, buildings, piers, jetties and/or other structures or surfaces.
- Being dropped or slammed into other people and/or property.
- Contact with kite lines under tension, and/or watercraft.
- Drowning.
- Underwater conditions and/or objects such as sharp shells, broken glass, sand bars, shoals, reefs, oyster beds, and/or concrete.
- Contact with sea life such as sting rays, sharks, sea turtles, jelly fish, etc.
- Weather conditions and/or changes in weather conditions such as increasing or decreasing wind, waves, updrafts, lightning and/or water spouts.
- Equipment performance. Kiteboarding is a new sport. Kiteboarding equipment and safety gear are NOT 100% reliable. Safety designs and features are often new and unproven. Kites may behave unfavorably and unpredictably. Lines can twist, tangle, or break, resulting in serious injury and/or loss of control of the kite.

When using this product, you are responsible for your own safety and the safety of others around you. Never use this product as a flying device. Never touch flying lines when the kite is in use.

RELEASE OF LIABILITY AND ASSUMPTION OF RISK

DO NOT USE THIS PRODUCT UNLESS YOU AGREE WITH THE
FOLLOWING TERMS AND CONDITIONS:

Before using this product, the purchaser/user has carefully reviewed, understood and agrees to comply with the terms of this User Manual. Use of this product and any of its components involves certain inherent risks, dangers and hazards, which can result in serious personal injury or death. The purchaser/user of this product understands that the seller is not responsible for any damage to property or injury caused by negligent operation of this product by the purchaser/user, and the purchaser/user releases the seller from all such liability. In the event of your death or incapacity, this Agreement shall be effective and binding upon your heirs, next of kin, executors, administrators, assigns and representatives.

The purchaser/user of this product expressly assumes the risk of any and all bodily injury, death and/or liability which may result from the purchaser or user's participation in kiteboarding. The purchaser/user agrees to hold Ride Best, LLC harmless from any and all liability, and waive and release any and all claims or potential claims against Ride Best, LLC and any of its respective agents, affiliates, subsidiaries, employees, instructors, officers, directors, shareholders, suppliers and manufacturers in the event of any such bodily injury or death which may result from the purchase and/or use of Ride Best LLC (d/b/a Best Kiteboarding) products.

© 2009 RIDE BEST, LLC, d/b/a BEST KITEBOARDING

Best Kiteboarding 2010 Kite User Manual:

Introduction.
Kite package.
Performance features.
Set up.
Launch and landing.
Frequently asked questions.
Fair and reasonable timeframe warranty.

Introduction:

Best Kiteboarding would like to thank you for choosing one of the new kites from our 2010 line up. These represent the current state of the art in kitesurfing equipment design and manufacture; we know that it will provide you with huge amounts of enjoyment.

Should you at any time need to take advantage of our Fair and Reasonable timeframe warranty please read the notes attached at the end of the FAQ section for further information or check the warranty policy information online at <http://www.bestkiteboarding.com/Guarantee>

The 2009 Kahoona is included in this manual as it will be available for the majority of the 09/10 season. The Kahoona-2 will be available from March 2010.

Kite Package:

Your new Best kite is delivered complete with the following items:

- Over-the-shoulder carry bag.
- High-volume, dual-action pump with alloy shaft.
- Bladder and canopy repair kit.

Performance Features and Kite Set Up:

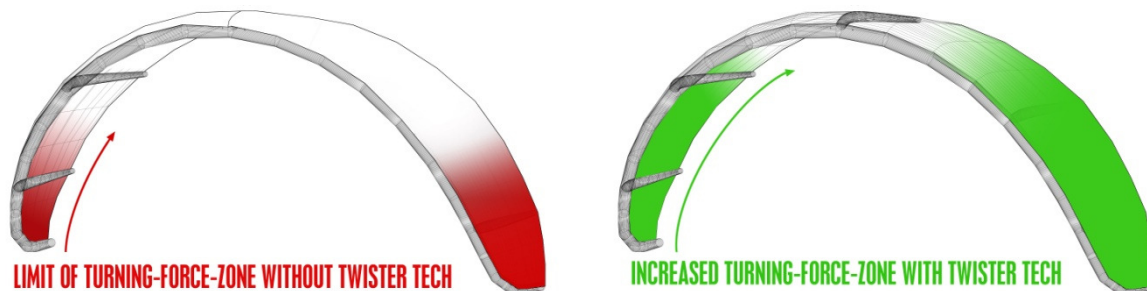
When unpacking your kite for the first time, we recommend that you take some time to familiarize yourself with the product and design features that make your kite unique. This will help you set up the kite correctly the first time, ensuring you gain the maximum potential from its high-performance design.

Twister Tech™: Waroo and Nemesis NXG

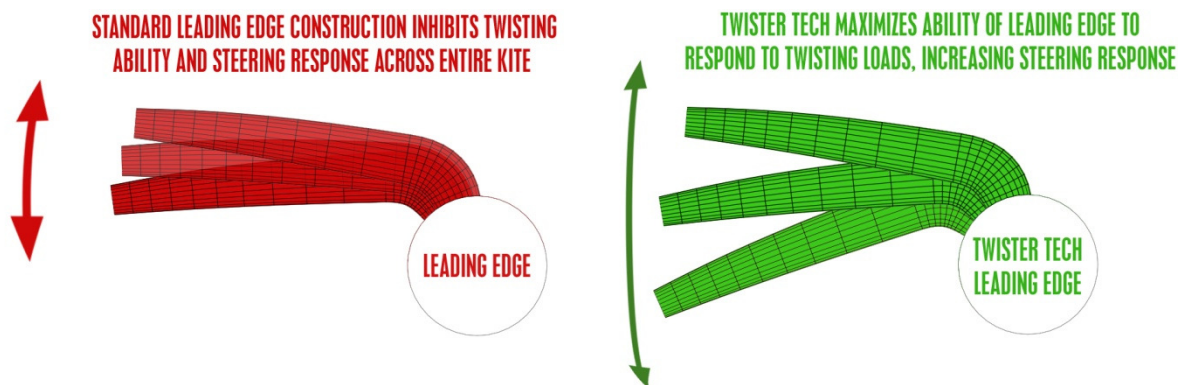
Twister Tech™ is a Patent Pending design feature that integrates continuous segments of a Kevlar reinforced fabric into the structure of the leading edge. The orientation of the Kevlar fibres within these segments allows them to deform with a twisting motion when exposed to steering/twisting loads.

Twister Tech™ rings are positioned to enable the maximum length of the LE to twist in response to steering loads input via the wingtips. This allows almost the entire canopy to generate effective turning force in response to rider input.

The addition of Twister Tech almost doubles the area of canopy that can be used to turn the kite compared to the previous designs.



By facilitating the independent twisting of sections of the LE, Twister Tech™ increases turning speed, reduces turning circle, and reduces the bar pressure required to make any turn when compared to standard LE designs.



Cuben Equipped Hybrid LE Construction: Nemesis NXG

The Nemesis NXG would not be possible without our third generation Hybrid Cuben Fiber leading edge construction. Our exclusive use of Cuben Fiber allows us to design a faster flying, more aerodynamic and stiffer kite than can be achieved with any standard material.

Cuben Fiber is a non-woven aerospace fabric; compared to commonly used Dacron-based materials, it has zero stretch under load and can withstand much higher inflation pressures. It is this combination of properties that makes the LE structure of your Nemesis NXG unique and allows us to design a faster and stronger kite.

The Cuben Fiber used in the Nemesis NXG is faced with a thin Dacron layer to provide additional abrasion resistance. In the unlikely event that you damage the Cuben LE sections, they can be repaired at any professional sail loft using standard Dacron patches. We do not recommend that any nicks or tears greater than 1cm in length be DIY-repaired at home. Self-adhesive Dacron sail tape is suitable for repairing small nicks or cuts under 1cm in size. If in doubt, please contact our customer service dept for advice on repairs.

Delta Wingtip Design: Waroo



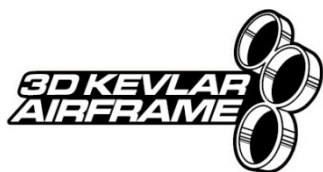
With a touch of delta kite in the wingtips to help improve relaunch performance and further enhance low end power, the 2010 Waroo uses an intermediate aspect ratio plan-shape that provides the perfect balance between ease of use and high performance, helping the Waroo to remain the ultimate freeride choice and our most popular kite for yet another season.

External EZ-Pump: Nemesis NXG and selected Waroo



For 2010, all sizes of the Nemesis NXG and selected sizes of Waroo receive our external EZ-Pump™ inflation system. Inflating your kite has never been quicker or easier and there's never been a more durable external inflation system available for any kite.

3D Kevlar Airframe: All kites



All LE strut joints are laser cut, shaped and Kevlar tape reinforced. There is no better way to connect the leading edge to the struts. Our construction gives the stiffest and lightest structure available, yielding a kite with exceptional performance and easy handling for riders of all abilities

Flat-pack Barrel Seam: Waroo and Nemesis NXG

FLATPACK LE SEAM



A new LE barrel seam butts together each Leading Edge segment at the perfect angle to maximize the ability of the entire LE to transfer steering loads. The increase in strength and stiffness afforded by this new seam has allowed us to introduce Twister Tech to the Waroo for the first time.

Hidden Bridle Attachments: All Kites



Placing the leading edge bridle attachment patches on the inside of the LE eliminates any possibility of damage to the attachment points while self launching and landing. The new design also provides for smoother airflow around the leading edge of the kite, reducing drag and helping to improve aerodynamic performance

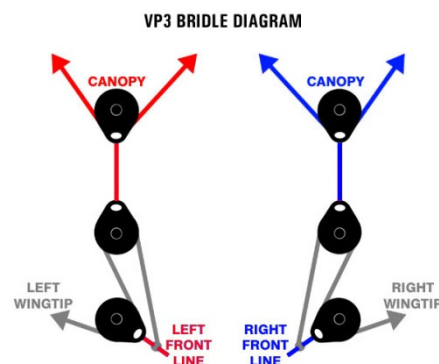
VP3 Front Bridle Pulley System: Waroo and Nemesis NXG



Best Kiteboarding's VP3 bridle system provides a 2:1 depower / bar travel ratio. This allows the Nemesis NXG and Waroo to provide full depower from reduced bar travel. Unlike designs that rely on bar mounted pulleys, there is no increased bar pressure associated with the VP3 design.

VP3 is unique in that in addition to giving twice as much depower, it also optimizes load distribution between the wingtips and the center of the LE for a more rigid and stable kite, ensuring that AOA changes have no effect on the stability of the kite.

The upper canopy section of the VP3 bridle (shown above) includes an additional pulley that improves the relauchability of the Nemesis NXG by allowing the kite to slide under its bridle during relauch.



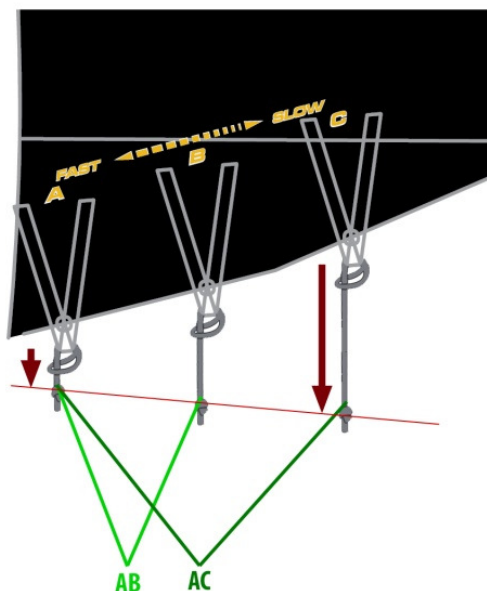
When unpacking your kite for the first time, correctly lay out the front bridle as shown in the image on the left. For maximum performance and correct depower function, it is important that the front bridle is free from twists and knots. When correctly laid out, the VP3 section of your front bridle should look exactly like the image above. Any twists in the bridle can be removed by counter-twisting the lines where they connect to the front flying lines.

ABC Auto-tune: Nemesis NXG and Waroo



ABC Auto-tune gives you the control to rig your kite to suit your personal riding style preference and wind conditions. By selecting between the three available rear bridle attachment points you can rig your kite for a wide variety of turning speeds and adjust the power delivery to suit how aggressively you ride. New for 2010, ABC Auto-tune comes equipped with different length rear bridle connection points as standard; this means adjusting between the ABC points on the rear bridle has no net effect on your rear flying line length.

The optimum setting options are AB - fast turning and lightest bar pressure. AC - medium turning and bar pressure with increased low end power. As the 2010 Waroo and Nemesis NXG have been redesigned to give increased depower and turning range adjustment the BC setting is no longer required as that range is covered within the new AC setting.



Mini VP2 Front Bridle System: Kahoona

**MINI
VP2
BRIDLE**



Like its big-brother VP3 bridle on the Waroo and the Nemesis NXG, the Kahoona also benefits from a leading edge bridle that provides exceptional shape support and helps maximize effective distribution of canopy loads across the entire kite. VP2's innovative and simple pivoting design provides maximum depower from minimum bar travel, with the fewest moving parts, making kite control simpler than ever.

Hi-Lo tuning: Kahoona

The 2009 Kahoona comes with a simplified rear bridle with only two attachment options: one close to the kite for low wind kiting and one further away from the kite for general riding.

Canopy Framing Technology: All kites



Every kite Best makes comes fully equipped with Canopy Framing Technology. CFT uses a continuous reinforcement cloth stitched around the perimeter of each canopy section to reinforce the entire kite, isolating the canopy from impact loads and delivering durability based on sound engineering.

New for 2010 we've upgraded the CFT behind the struts to a higher tenacity mark-cloth fabric to eliminate the chance of ever unzipping a strut in a crash.

Load Flex LE Seam: All kites



The Load Flex LE seam is triple stitched with a full length external webbing tape closure and an internal mark cloth tape shield. The Load Flex seam design provides additional support to the leading edge helping to provide maximum strength and stability to your kite.

Because it's shielded on the inside as well as the outside, there's no chance that your bladder can catch on the internal stitching no matter how badly you treat your gear.

Kevlar Elbow Patches: All kites



However and wherever you ride, your kite will come into contact with the ground at some point. Our Kevlar reinforced LE and wingtip patches give maximum abrasion resistance to protect your kite, even when self-launching in less than ideal situations.

Woven Spectra Serviceable Pulley Lines: All Kites

High strength wear-resistant 4mm braided abrasion-resistant pulley lines with precision Ronstan pulleys provide friction-free depower action. Combined with our VP3 bridle design, they deliver unbelievable depower and wind range.

Quad Strut Design: Kahoona



The leading edge shape and highly swept back wingtips of the Kahoona allowed the R&D team to remove the centre strut from the airframe: with one less strut in the air the Kahoona is able to turn faster, with less drag and fly in less wind than would be possible with a 5 strut layout. The Kahoona delivers exceptional low-end power for its size making it ideal for lightwind conditions and heavier riders.

CFT Reinforced Trailing Edge: All Kites



All kites in our 2010 range benefit from our exclusive CFT reinforced trailing edge, which provides razor-sharp turning response and unmatched durability. Using stiffer, stronger cloth to close the trailing edge helps transfer canopy loads more effectively, enhancing turning ability and durability.

Surf-Tough Build Quality: All Kites



Our unique Canopy Framing Technology, LE Load Flex seam, fully taped canopy and 3D Kevlar Airframe Construction come together to deliver the most proven and trusted kite construction package in the industry. A kite purchase is a considerable investment. However, with the legendary Best Kiteboarding build quality and warranty, it is the smartest investment you will make this year.

Setup and Pre-flight checks:

Riders should perform a thorough inspection of their kites each time they set-up, and prior to launching, to ensure that the kites have sustained no damage during use. Any damage should be repaired by a professional kite or sail loft to ensure continued safety and usability.

It is worthwhile inspecting all flying line attachments, pigtails, pulleys and pulley insert lines before each flight. Damage to any of these areas may well render your kite unsafe to fly.

When unpacking your kite for the first time, correctly lay out the front bridle as shown on the previous page. For maximum performance and correct depower function, it is important that the front bridle is free from twists and knots. (See image right).

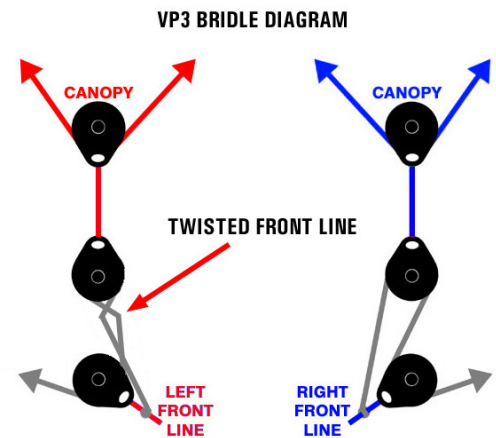
Front Lines: The front attachments are comprised of a leading edge bridle that terminates on both sides with a knot) and replaceable center section that the VP3 pulleys travel on. Should advanced signs of wear show on either the pulleys or bridle after extended use, contact your nearest dealer for replacement parts.

When correctly laid out, the VP3 section of your front bridle should look exactly as the right hand side of the image on the previous page. Any twists in the bridle can be removed by counter-twisting the lines where they connect to the front flying lines. Any twists should be removed before attaching the flying lines.

Only attach your front flying lines to the knotted pigtail attached to the bottom pulley.

All pulleys run on abrasion resistant woven spectra insert lines. This line is chosen specifically for its flexibility and abrasion resistance. Due to the use of moving parts it is recommended that you check the smooth operation of the pulleys before each flight.

Any damage on the main bridle should be replaced immediately.



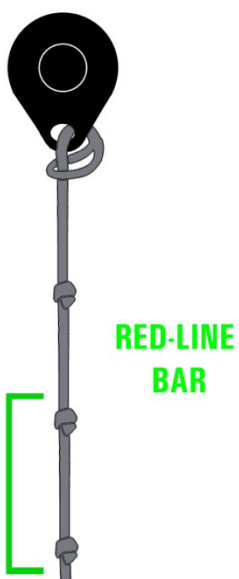
Rear Line Setup:



08 AND 09
BEST BAR

The optimal rear line attachment point for your new Nemesis NXG and Waroo 2010 kite depends upon which bar you use.

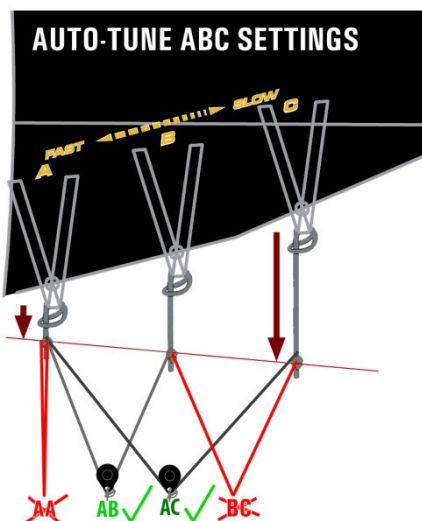
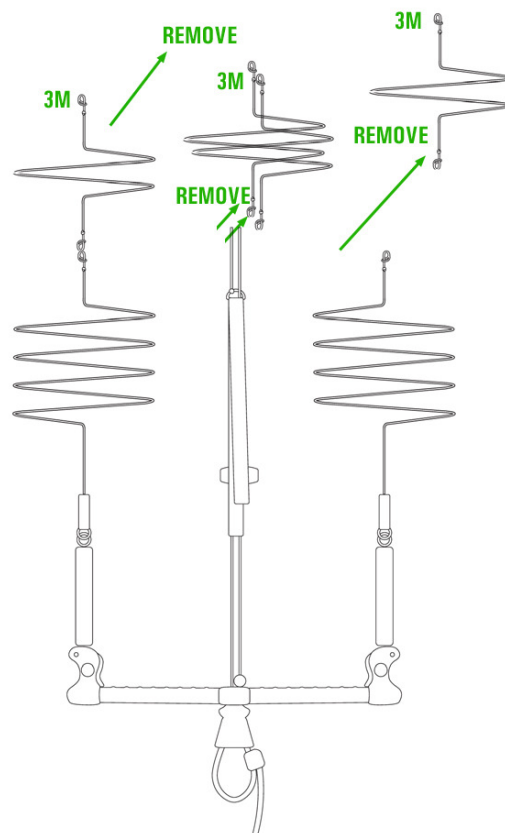
Riders using either the 2008 or 2009 Best Bar should first attach to the upper or middle knot on the rear pigtail.



RED-LINE
BAR

We also recommend that riders using the 2008 or 2009 Best Bar remove all four of the 3m flying line extensions for maximum kite performance.

Riders using the Red-Line Bar with their 2010 Waroo or Nemesis NXG kites should first attach to the middle or lower knot for maximum performance and to compensate for the differences in rear line length between bars. If your back lines remain too slack move to the next knot up until you gain the correct trim state.



Rear Line Set-up: Waroo and Nemesis NXG only

The 2010 Waroo and Nemesis NXG are equipped with an updated Custom Tune ABC system. In the new system the **BC** setting is no longer used. **AB** and **AC** are the only recommended settings.

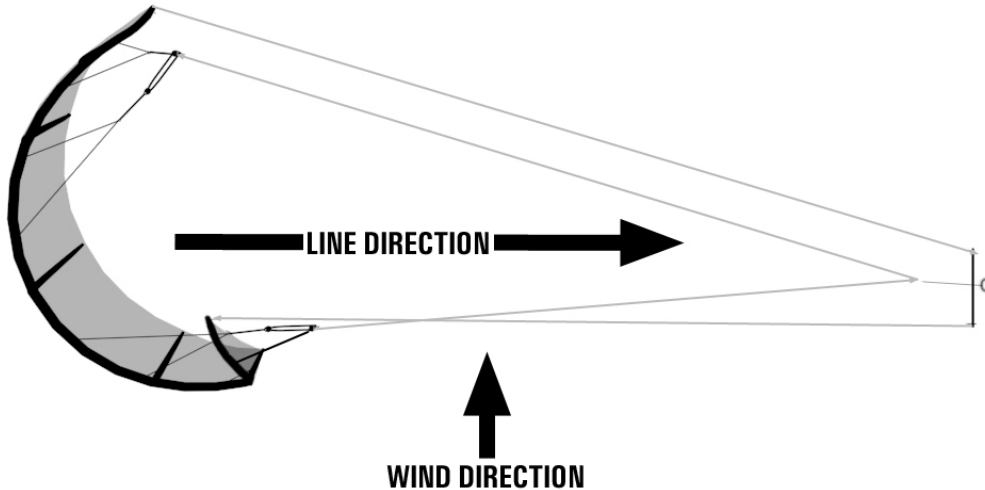
Though it is possible to rig the kites to fly on either AA or BC you will need to adjust the trim of your kite to achieve this. The handling of your kite at the extreme upper and low end of their wind ranges may be compromised by using

either of these settings. Please see the addendum at the end of the manual regarding the use of AA.

Self-launching:

All Best kites can be self-launched. Connect the flying lines of the bar to the kite following the line convention, centre lines from the bar to the front bridle attachment points and color coordinated rear flying lines to the matching rear pigtails. Check and double check that your flying lines are free from twists before proceeding any further. If your lines are twisted disconnect them and 'walk' out your lines from the bar to the kite to ensure you have removed any twists.

Secure the kite by folding and sanding a wing tip with sufficient weight to safely hold it in place. Walk the bar out to the side of the kite so that the flying lines are at ninety degrees to the wind direction.



Pulling the bar back towards you and stepping backwards will flick the sand off the wingtip, releasing the kite and allowing it to self launch.

If it is possible to have someone experienced assist in the launch, this is always the preferred method.

Assisted Landing of the Kite:

When landing your kite with an assistant, simply fly the kite to the edge of the window and down to ground level slowly. Have your assistant take hold of the kite firmly in the middle of the leading edge. Both you and your assistant should walk towards each other to remove all tension from the flying lines. Your assistant can either lay the kite down and sand the upper canopy, or hold the kite until you are unhooked from the bar and safely able to take over the kite

Self Landing kites:

We always recommend that riders attempt to gain an assisted landing. In circumstances where this is not possible you can land the kite using the rear OSR handles.

You must detach the bypass/handlepass leash before attempting to land the kite via the rear line OSR handles. Fly your kite to the side of the window leaving the kite at an angle of about fifteen degrees to the ground, which equates to the lowest wingtip being about 5m from the ground.

With the kite at the edge of the window and the retaining Velcro on the OSR handle already loosened, sheet-out, reach up and grab the lower of the two OSR handles. With the webbing loop firmly in your grasp, unhook while holding onto the webbing handle and proceed to drop the bar. Your kite will fly slightly to the edge of the window, and then loop under itself, coming to rest on the beach in the dead downwind position, facing into the wind with the leading edge facing up.

This method is only recommended if you have more than two line-lengths of downwind space and it is impossible to seek assistance.

Water Relaunching: Kahoona and Waroo

The Kahoona and 2010 Waroo both share a Delta Wingtip design that gives them Auto-relaunch properties. Both kites will self-right under most circumstances and await relaunch on a wingtip after a crash. To launch either kite when it is sitting on a wingtip simply pull backwards on the bar side that corresponds to the upwards facing wingtip. As the kite is relaunching off the water, be careful not to pull all the way in on the bar, which could over-sheet the kite and cause it to fall backwards into the water. Instead, as the kite begins to lift from the water, push out on the bar a little to allow it to breathe.

In lighter winds, it may be beneficial to use your board to create extra resistance to the pull of the kite, to enable faster relaunch, and to speed the kite taking an upright position at the edge of the wind window. Once in this position, simply adjust the bar and steer the kite, launching it upward.

Should you end up with the kite leading edge down in the water the Waroo and Kahoona can be relaunched simply by grabbing one of the rear line OSR handles and pulling in 6-8" of back line. This will cause the kite to flip up onto a wingtip and 'taxi' towards the edge of the wind window awaiting steering input to leave the water.

Hot launching: Advanced riders only

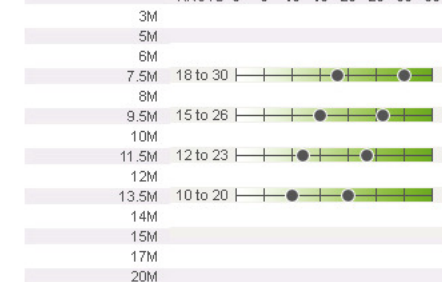
With the kite resting on its trailing edge in the water, with its weight partly supported by the struts, it is possible that the kite may accidentally 'hot launch' at some point downwind of you are in the power zone. As soon as the kite powers up, you must push out on the bar, sheeting out the kite, front-line load only. The rear lines must not have any tension until the kite is safely in the neutral zone, which, in this case would be overhead at the zenith.

Reverse launching: Advanced riders only

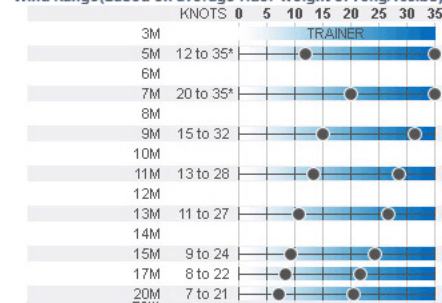
When the LE is downwind on the water (with the wingtips closer to you and the c-shaped center of the kite farthest away from you), you can create a reverse draft using the rear lines on the trailing edge, which causes the kite to hover up backwards. If both rear lines are pulled with even tension, the kite will hover up, evenly balanced. If one rear line is released a few inches, the kite will spin around in the opposite direction and start to redirect. In this case be prepared to flip the bar and sheet-out the kite to reduce powering up the kite in a downwind position, and crashing it back into the water.

Both of these are advanced techniques and only recommended for experienced riders.

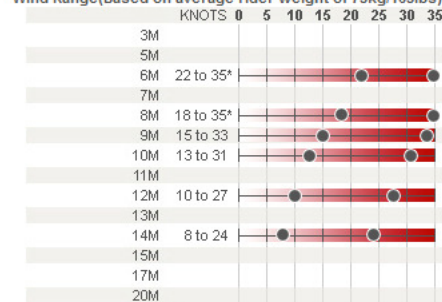
Wind Range (Based on average rider weight of 75kg/165lbs)



Wind Range (Based on average rider weight of 75kg/165lbs)



Wind Range (Based on average rider weight of 75kg/165lbs)



Wind Ranges:

The suggested wind range chart for each kite is to be used as a guide. Always know your limits, and when in doubt rig a smaller kite, if possible. Wind speeds may vary according to where they were measured. Always take a wind reading more than 100m past the nearest upwind object to get an accurate maximum reading. If flying in the mountains, always take a wind reading towards the highest point of land as wind accelerates up hill.

The wind ranges given above are based on a 75kg/165lbs rider and kitesurfing usage. For snowkiting and landboarding the wind ranges will vary according to snow and surface conditions but will be 3-5 knots lower for bottom end and 4-6 knots lower for top end. The lower wind range for any kite can be increased by the use of a larger surface area or volume board. To estimate usable wind range for different weights assume that an additional 10kg/22lbs will cost you 3 knots of low end and improve your high-end by 3-5 knots.

The lower given wind ranges for the Nemesis NXG assumes a skilled rider who is riding hooked in. Unhooked riding reduces your kite control and diminishes your low wind riding ability.

If you cannot keep your kite stable at wind speeds approaching or above the upper stated limits for each size kite, then please do not attempt to exceed your skill level. We strongly advise riders to stay within the stated wind speeds.

2010 Kites FAQ:

How do I care for my Cuben Fibre leading edge?

The Cuben Fibre fabric in the Nemesis NXG is specially designed for kitesurfing use. It is faced with a lightweight and durable Dacron layer; you can treat the LE as you would any other kite material.

Where can I repair my Cuben Fibre LE if it becomes damaged?

Your Best Kiteboarding retailer can point you towards your best, approved, local repair facility.

What is Twister Tech?

Twister Tech is a new leading edge construction technology that allows increased twisting of the leading edge in response to steering input; this increased twisting ability delivers a faster, tighter turning kite.

How does Twister tech work?

On a standard leading edge design whenever you pull on your bar to turn your kite, the kite twists across the leading edge in response to your steering input; most of your steering input is absorbed by the structure of the LE. The wingtips and canopy will flare as they steer the kite, but the canopy flare never extends much beyond the first strut. This is because the LE cloth absorbs most of the steering input.

With Twister Tech, ring shaped segments of Kevlar reinforced fabric are built into the leading edge, these are able to twist in response to loads in the canopy from rider steering input. Twister Tech allows your steering input to flare more of the canopy, not just the wingtip panels. With more of your canopy able to react to your steering input, you get faster and tighter turning.

How should I care for my kite?

Inflate and deflate your kite with care. Follow proper inflation techniques and pack your kite when it is completely deflated and dry. Do not roll up your kite with the deflate prongs still in the strut valves as this can damage the internal valve membranes.

Do not leave the kite inflated and sitting in the wind unused for long periods of time, as this accelerates wear to the canopy cloth. Inspect the kite periodically for small holes or tears and patch when detected to eliminate costly repairs.

Can I use a bar from other kites on my kite?

Yes, however, certain precautions need to be taken into consideration when using other bars. It is best to seek technical assistance before rigging a 'non-Best bar' to the kite. Never self launch when using an untested bar for the first time.

What safety systems are built into my kite?

Any Best kite flown with any Best bar has multiple redundant safety systems. First and foremost, pushing the bar away and forcing it to slide up to the trim strap will depower the kite to its depower limit. Unhooking the kite and dropping the bar when attached to the bypass leash ring will result in the same maximum depower state being achieved.

Where both rear and front flying lines are equipped with OSR handles these can be used to completely flag the kite out to a powerless position by unhooking and then dropping the bar when attached to the leash.

When attaching to the OSR handles with the bypass leash always ensure that the tension of the leash on the flying lines does not cause the kite to fly at an angle. Always ensure that the retaining Velcro is unfastened before clipping into webbing handles. Failure to do so may compromise the function of the safety system. **Note: clip only to the webbing handle; never clip directly into the stainless rings.**

How do I rig my 2010 kite, and what attachment knots should I use?

The Nemesis NXG and Waroo 2010 come with 3 knots already tied on the bottom of the rear flying-line attachment 'V' bridle. The Nemesis NXG and Waroo are designed to work best for riders of average weight when the flying lines are attached to the 1st or 2nd knot from the bottom on the rear bridle and the rear bridle is attached to the kite in the AB position. (Refer to earlier section on A-B-C set-up). Your ideal setting may differ depending on the relative length of your front and rear flying lines, line stretch will affect your optimum set-up

Heavier riders, and riders looking to gain more power from their kites, may choose to use a knot closer to the kites. We recommend that you experiment to find your preferred setting.

When attaching for the first time, please use the bottom knot on the bridle. If the kite's handling and turning is sluggish, then re-attach to the next knot up. Ensure that the kite does not become over-sheeted and begin to backstall. For maximum safety and efficiency, have a helper there to help launch and land your kite.

When the kite is trimmed correctly, you should be comfortable enough to steer the kite and still have enough reach left to depower the kite by pushing the bar away from you. As an additional passive depower adjustment, the trim strap allows further depowering on the fly.

If you intend on riding unhooked for performing tricks it is important that you trim your kite so it does not backstall when unhooked. To check this, once you think you have found your preferred rear knot setting, unhook the chicken loop from your spreader bar and fly the kite overhead. If the kite sits directly above you without backing down into the window, then you have the perfect trim. If you find the kite wants to back down towards the beach, you have too much rear line tension and the kite is over-sheeted. To fix this, simply pull down on the depower strap in small increments until the kite flies happily overhead with the bar unhooked. If the kite continues to backstall then loosen the back lines at the kite by moving one knot towards the end of the rear bridle.

Please note that flying unhooked is not recommended unless you are already comfortable with the increased level of kite control required. Never try to assess the correct trim for unhooking in high winds and never unhook without using a rated safety leash designed for this purpose.

How do I perform a self-rescue with my kite?

Opinions on the best method to self rescue vary. If you believe that you stand a good chance of being seen with your kite and retrieved either by another kiter or by boat, then you may feel happier keeping your kite fully inflated. An inflated kite is highly visible on the water and will act as a visual marker for any potential rescue.

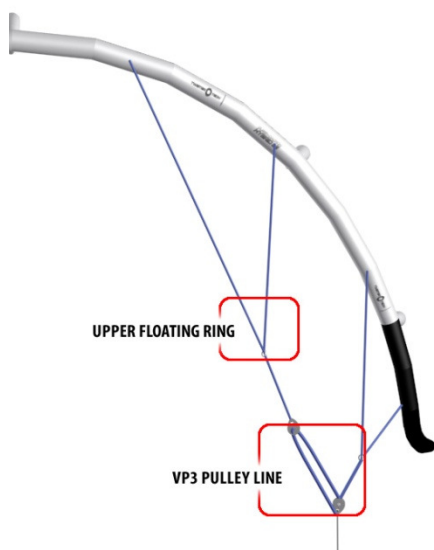
If the wind has switched to an offshore direction having your kite inflated at this point will only drag you further out to sea, so it is not recommended in this instance that you leave your kite inflated. If you intend to swim back to shore under your own power, then you need to pack down your kite as follows.

If possible, release the OSR handle to flag the kite and wind the lines onto the end posts. With the lines wound in and any flying lines secure, release the LE deflate bladder and taking the kite by the wingtips, roll it to the center, expelling air from the LE as you progress. Be careful that you do not allow water to seep into the LE. Once the LE is deflated, re-secure the LE valve, secure the kite to your board with your bar leash, and paddle back in.

How do I pack my Nemesis NXG?

The battens in the Nemesis NXG are flexible nylon; they require no special treatment when packing the kite.

How do I replace worn bridles on my Nemesis NXG or Waroo?



The Nemesis NXG and Waroo front bridle have user-replaceable heavy duty inserts fitted at two points; within the VP3 pulley section, (detailed **RED**), and also for the upper floating ring (detailed **RED**). Should these become worn, simply undo the retaining loops at either end and fix in place a replacement set. It is recommended that you replace both sides, left and right at the same time even if only one side is showing wear.

Thread the lines through the pulleys according to the diagram shown; overleaf and carefully cinch up the larkshead knots. After replacing the VP3 bridle lines, always ensure that you have someone to assist you in launching the kite. With the kite held into the wind by your assistant, check the depower action of the front bridle by moving the bar up and down. ***Do not launch the kite if the depower does not function correctly***

Start by fastening the pulley line around the front line attachment pigtail, (short blue section) with a larkshead knot. Then thread the line over and through the top VP3 pulley and then back down through the lower pulley and out to the wingtip bridle attachment. Always check the correct fitment of replacement VP3 lines before flying the kite, and use an assisted launch to enable safe checking of the depower system the first time you launch after refitting any bridle sections.

To replace the upper floating pulley line, simply un-loop both ends of the line shown in red, thread a new line through the

pulley and cinch up the retaining knots on each end. The Kahoona uses a simplified, mini-VP2, front bridle which also has replaceable bridle sections that can easily be replaced using the same directions as above.

How hard should I inflate my kite?

Best kites are shipped with a hand operated pump. We selected these pumps because it is very difficult to over inflate the kite with a manual pump. Your Nemesis NXG should be inflated to between 10-11PSI

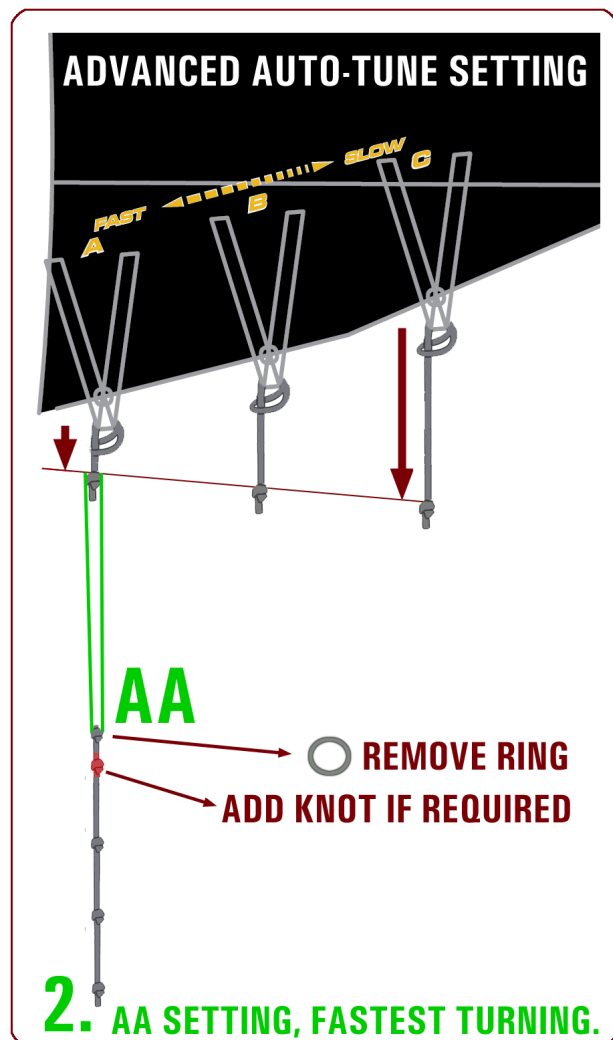
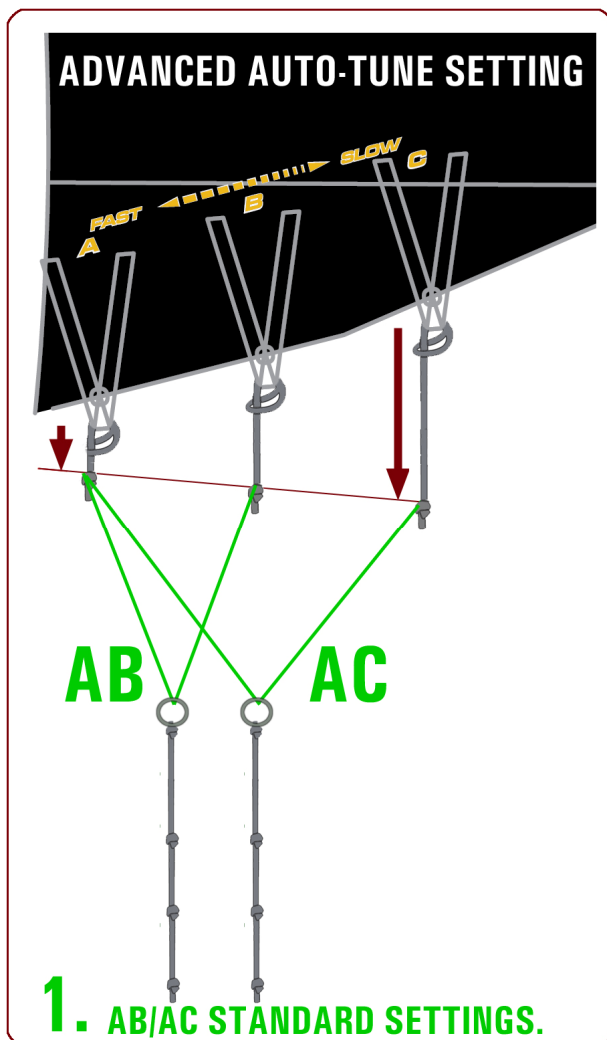
Due to the hugely increased risk of impact damage when flying on land, we recommend that land-boarders and snowkiters do not exceed the recommended inflation pressure of 10 PSI. Do not store your kite with inflated struts inside a vehicle during the summer, as in-car temperatures can rise rapidly leading to a catastrophic increase in strut pressure. We recommend that when storing the kite for any period of time, all the valve plugs be removed from the valves. Also, do not leave the sticks on the struts inside of the valves when storing the kite, as this could rupture the membrane valves.

Best kiteboarding will not be responsible for any damage that occurs due to the use of a pressure hose/compressor when inflating your kite.

Can I use the AA settings, I want my kite to turn even faster?

It is possible to modify the rear bridle set-up on your 2010 Waroo to tune the kite for even faster turning and more direct steering feel than is delivered by the combination of Twister Tech and the standard AB and AC settings. The standard AB and AC settings have been designed to deliver the best balance of turning feel, easy control and performance for the average rider.

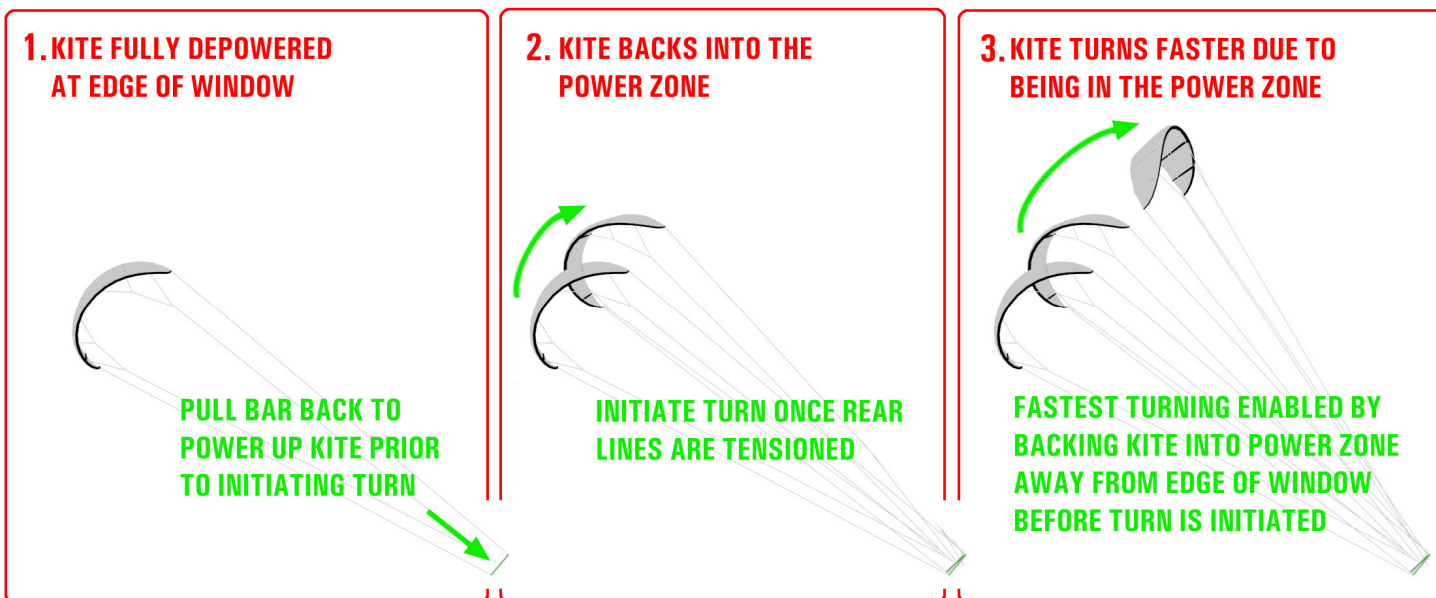
Advanced riders, particularly those with a Freestyle or Big-wave bias in their riding style may prefer to modify their rear bridle set-up. Performing this modification will give you faster more direct steering, but does trade some ease of use and handling to achieve the increased performance.



To use the AA setting you must detach the rear bridle V-line from the pigtails. Slide off the lower knotted pigtail line and remove the ring. Loop the lower knotted pigtail back over the V-line and replace the V-line as shown fixing both ends of the V-line to the A flying line attachment point.

When rigged in this way you may need, depending on your flying line lengths, to attach one knot closer to the kite than you did previously. If you were already on the top knot it is perfectly acceptable to tie another knot above this in the lower knotted pigtail line.

For maximum turning performance when wave riding we recommend that you pull the bar in slightly prior to initiating a turn. Doing this powers up the kite and pulls it away from the very edge of the wind window, into the power zone, helping



to make your turning as fast, smooth and as predictable as possible.

Where do I go for extra information on my kites?

Your local Best Kiteboarding retailer has been trained in all aspects of the products they sell and can help you with any queries you may have regarding all Best Kiteboarding products. You may also contact Best Kiteboarding customer support via our website. For any general questions about using Best Kiteboarding products, or to chat with other kitesurfers and to find out all the latest info about everything Best, visit the website <http://www.bestkiteboarding.com> or log onto the online user forums at <http://forum.bestkiteboarding.com>

Warranty info overleaf:

Warranty info:

FAIR AND REASONABLE TIMEFRAME WARRANTY

In addition to our thirty (30) days 100% Performance Satisfaction Guarantee for direct online purchases from Best Kiteboarding, we also guarantee everything we sell to be free from defects in materials and workmanship under our “Fair and Reasonable Timeframe” warranty. This Fair and Reasonable Timeframe warranty also extends to any product purchased from our extensive retailer network across the world.

We understand that every kiter is different and that we all use and care for our equipment in different ways. A kiter who kites several times every week might be satisfied with a typical six-month warranty, while a kiter who only kites once a month can reasonably expect his equipment to last much longer than the duration of a standard warranty, and we agree. We see no reason why you should have to pay extra for extended warranty support, especially if you take good care of your gear.

The thinking behind our Fair and Reasonable Timeframe warranty is simple: it is the same quality of service that we would expect for our own gear. If we think it is Fair and Reasonable to replace or repair your kite, then that's what we will do. If you take good care of your gear and don't abuse it, then you deserve to be taken care of as well. **Please see the online information for a list of exclusions from the warranty terms.**

So you think you've got a legitimate request? Get in touch with the shop where you bought the gear (the original point of purchase), and the warranty investigation process will begin from there. If you bought the gear from Best online, call us or email us directly. If you bought the gear at one of our Authorized Best dealers, get in touch with them.

The warranty ONLY applies to products bought directly from us or from an Authorized Best dealer. Secondhand purchases, or E-Bay purchases (and the like) are not covered under warranty, even if the products were listed as “new” or appear to be sold via a shop.

This Fair and Reasonable Timeframe Warranty gives you specific legal rights. You may also have other rights that may vary from state to state or jurisdiction. If you have any questions about our limited warranty or would like to schedule a return, simply contact our Customer Service by phone at 1-866-700-BEST, or (561) 243-3737 if you are outside the US or Canada, 9:00 AM to 5:00 PM, EST.

Request for additional information and updates to the product manuals should be sent to sc@pureactionsports.com